

published on March 21, 2001 (66 FR 14427; 66 FR 14428), one on June 6, 2001 (66 FR 30500), and one on August 22, 2001 (66 FR 44201).

A description of the withdrawn tasks follows.

#### *Occupant Protection and Safety Standards*

The FAA tasked the ARAC to review occupant protection standards to address criteria for improved occupant protection commonly used on part 23 airplanes, and develop requirements to improve the safety of part 23 airplanes. The ARAC's recommendations were to include an assessment of—

1. Flammability Standards for Seat Fireblocking Provisions;
2. Standardization of Emergency Landing Dynamic Conditions;
3. Thermal/Acoustic Insulation Flammability;
4. Airworthiness Certification of Airplanes Used in Cargo/Passenger Combination Operations;
5. Emergency Exit Markings;
6. Emergency Exit Access; and
7. Electric Cables and Equipment.

To consolidate FAA and industry resources, the FAA withdraws this task and includes it in new Task I described in this notice. Although the entire withdrawn task is not included in the new task, the FAA has determined that the intended results from the withdrawn task will be accomplished with new Task I.

#### *Propulsion Certification Requirements*

The FAA tasked ARAC to review part 23 standards to evaluate criteria for propulsion technologies used on part 23 airplanes and requirements that would improve the safety of part 23 airplanes. The ARAC recommendations were to include an evaluation of—

1. Turbofan/jet installations;
2. Single level power controls;
3. Electronic engine controls;
4. Fuel quantity calibration and low fuel warning for reciprocating engines;
5. New technology reciprocating engines (for example, diesel engines);
6. New technology powerplant displays; and
7. Various miscellaneous updates to part 23 powerplant requirements.

To consolidate FAA and industry resources, the FAA withdraws this task and incorporates it in new Task II described in this notice.

#### *Static Directional and Lateral Stability*

The FAA tasked the ARAC to review § 23.177 and JAR 23 and make recommendations on harmonized changes to § 23.177 for demonstrating positive dihedral effect in all landing

gear and flap positions that would improve the safety of part 23 airplanes. The ARAC's recommendations were to include a draft notice of proposed rulemaking with preamble language, rule language, and any supporting legal analysis.

#### *Miscellaneous Systems Standards*

The FAA tasked the ARAC with evaluating the requirements for systems in the following CFR sections and make recommendations to address systems safety that would improve the safety of part 23 airplanes:

1. Revise § 23.735 to clarify the requirement for operation of brakes after a single failure in the braking system in commuter category airplanes.
2. Revise § 23.1301 by deleting paragraph (d); revise § 23.1309 to include warning requirements, probability values, and failure conditions applicable to powerplant systems; make warning requirements compatible with other regulations; delete paragraphs (c) and (d).
3. Add a new § 23.1310, Power Source Capacity and Distribution, from existing paragraphs 23.1309(c) and (d).
4. Revise § 23.1311 to address redundancy requirements for primary flight instruments; define "indicator," the sensory cue requirements in paragraph (a)(6); delete the redundancy requirement in paragraph (b).
5. Review and revise §§ 23.1326(b)(1) and 23.1322 to require the amber light to be illuminated when the pitot tube heater is "off."
6. Review and revise § 23.1311 to call out required flight instruments as indicated in §§ 23.1303 and 91.205.

The FAA withdraws these tasks to free-up resources that will allow the FAA and industry to focus on other priorities. Withdrawal of these tasks does not prohibit the FAA from issuing future notices on these subject matters or committing the agency to a future course of action.

Issued in Washington, DC, on September 5, 2003.

**Tony F. Fazio,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 03-23022 Filed 9-9-03; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Highway Administration**

#### **Environmental Assessment or Environmental Impact Statement: Warren County, KY**

**AGENCY:** Federal Highway Administration, DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FWA is issuing this notice to advise the public that an Environmental Assessment (EA) or Environmental Impact Statement (EIS) will be prepared for the proposed construction of a highway on new alignment from I-65 west to US 31W in northern Warren County, Kentucky.

**FOR FURTHER INFORMATION CONTACT:** Robert Farley, Area Engineer, Federal Highway Administration, John C. Watts Federal Building and U.S. Courthouse, 330 W. Broadway, Frankfort, Kentucky 40601. Telephone 502-223-6744, Fax 502-223-6735.

**SUPPLEMENTARY INFORMATION:** The FHWA in cooperation with the Kentucky Transportation Cabinet (KYTC) will prepare an EA or EIS for the construction of a highway on new alignment from I-65 west to US 31W in the vicinity of the Kentucky TriModal Transpark (KTT). The EA or EIS will complement previous studies conducted by KYTC and the local Intermodal Transpark Authority (ITA) for the KTT development area and will detail environmental, social, and economic impacts associated with the proposed action.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies. A series of public meetings and a public hearing will be held while preparing this EA or EIS. Public notice will be given of the time and place of the meetings and hearing. The EA or draft EIS will be available for public and agency reviews and comment prior to the public hearing.

The public meetings and hearing will also be a forum for public consultation and involvement on issues associated with the National Historic Preservation Act (Section 106) when appropriate. Interested persons, groups, or parties who wish to be consulting parties under Section 106 for this project should submit a written request to the KYTC Bowling Green District Office, Attn: Kenneth Cox, Project Manager, 900 Morgantown Road, Bowling Green, Kentucky 42102. Telephone 270-746-7898, Fax 270-746-7643.

To ensure the full range of issues related to the proposed action is addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the EA or EIS may also be directed to the KYTC District Office or FHWA at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning

and Construction. The regulations implementing executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 4, 2003.

**Evan Wisniewski,**

*Project Development Team Leader, Federal Highway Administration.*

[FR Doc. 03-22993 Filed 9-09-03; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2003-15681]

#### Extension of Comment Period on Whether Nonconforming 2003 Ferrari 360 Spider and Coupe Passenger Cars Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Extension of comment period.

**SUMMARY:** This document announces the extension of the comment period on a petition for NHTSA to decide that 2003 Ferrari 360 Spider and Coupe passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States.

**DATES:** The closing date for comments on the petition is September 16, 2003.

**ADDRESSES:** Comments are to be submitted to: Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm]. Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the document (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-787) or you may visit <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

**SUPPLEMENTARY INFORMATION:** On August 1, 2003, NHTSA published a notice (at 68 FR 45309) that it had received a petition to decide that nonconforming 2003 Ferrari 360 Spider and Coupe passenger cars are eligible for importation into the United States. The notice solicited public comments on the petition and stated that the closing date for comments is September 2, 2003.

This is to notify the public that NHTSA is extending the comment period on this petition, and allowing it to run until September 16, 2003. This reopening is based on a request dated August 25, 2003, from Ferrari North America, Inc. ("Ferrari"), the U.S. representative of the vehicle's manufacturer. Ferrari stated that the extension was needed because the personnel and information required for its analysis of the petition are located at the company's factory in Italy, and that the necessary personnel were unavailable for much of the month of August due to the traditional August holiday that is taken in that country. Owing to the technical nature of the analysis that Ferrari stated is necessary to assess the petition and conformance issues raised therein, the company asserted that the unavailability of its Italy-based personnel and information made it impossible for it to complete its analysis before the closing date specified in the notice of petition. The company contended that a two-week extension would not prejudice the parties or unduly delay the proceeding.

NHTSA has granted Ferrari's request. All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above address both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(B) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: September 4, 2003.

**Kenneth N. Weinstein,**

*Associate Administrator for Enforcement.*

[FR Doc. 03-23047 Filed 9-9-03; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-290 (Sub-No. 240X)]

#### Norfolk Southern Railway Company—Abandonment Exemption—in Gaston County, NC

On August 21, 2003, Norfolk Southern Railway Company (NSR) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 to abandon a 5-mile portion of rail line extending between milepost HG-47.0 at Gastonia and milepost HG-52.0 at Dallas (Geba), in Gaston County, NC.

The line traverses U.S. Postal Service Zip Codes 28052, 28053, 28054 and 28034 and includes stations at Gastonia and Dallas (Geba).

The line does not contain federally granted rights-of-way. Any documentation in NSR's possession will be made available promptly to those requesting it.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by December 9, 2003.

Any offer of financial assistance under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each offer must be accompanied by a \$1,100 filing fee. *See* 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than September 30, 2003. Each trail use request must be accompanied by a \$150 filing fee. *See* 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB-290 (Sub-No. 240X) and must be sent to: (1) Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001; and (2) James R. Paschall, Norfolk Southern Railway Company, Three Commercial Place, Norfolk, VA 23510. Replies to the NSR petition are due on or before September 30, 2003.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152.

Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 565-1539. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact

or windows/one owner. 0-542-6736.  
 ny LE white, moonroof, condition. 270-781-  
 n.  
 ara: Silver, V-6, grey leather, power locks, tilt, AM/FM cassette, 40K, 81-7981.  
 il, 4 door, 6 w/ charcoal moonroof, 19k, perfect 0,000. Call 7-0686.  
 IL, silver CD, moon- Navigation weather pkg., s, \$39,995, or 791-4458  
 repid, navy, CD, 4 door, 10,500 obo.  
 Red, hatch- HC Zetec, 18k, 100 miles, adult driven 0-846-4412  
 ima SE 20k it condition. leather, elec- poiler, every d. \$30,000. Call 792-9138  
 amry - V6, moonroof, entry, 15k, smells and w, \$18,000. 004.  
 Beetle new, 15k, Excellent 84-3900.  
 GT Silver FM/CD/cas- sunroof/win- s, keyless 00. Call 783-  
 etline, e in great al miles, all ke a kitten. Call 843-  
 Eldorado w top and green, low Call 842-  
 Stingray, air, \$6,000. leave mes-  
 black, Glass, 500cu. in., it driven on Call 615- 5pm.  
 k Electra condition. 3680.  
 LTD, 79k uns good, 850.  
 edan Deve leather, e vehicle 782-5947.  
 ang, 8 cyl., air, cruise, car, no Call 626-  
 Thomas at 843-0203.  
 1994 Corvette, fully loaded, tinted windows, new tires, auto, w/leather, 102k miles, interstate driving, mint condition, only 2 owners. \$15,000. Call 615-294-3992  
 1995 Chevy Monte Carlo V6 Coupe 2 door LS high miles, runs great. \$2,900. Call 843-3313.  
 1995 Dodge Neon, black 4 door 4 cyl., auto., good air, tape player, new brakes and pads. Very clean, 62k miles, Asking \$4,000. Call 793-0730 leave message.  
 1995 Nissan Altima GLE, fully loaded, leather, sun- roof, 4 door, all power, new tires, nice tan color, 113k miles, well maintained car, \$4500. Call 535-4902.  
 1996 Chrysler Sebring Jx Convertible 80k miles new top and new windshield. \$6000 Must sell. Call 781-4632  
 1996 Ford Taurus Forest Green, 4 door, 6 cyl., auto., good air, tape player, 73,300 miles. Asking \$3700. Call 7923-0730 and leave message.  
 1996 Ford Thunderbird LX, 4.6 L V-8, white, low miles, good condition, \$5500. Call 782-6963.  
 1996 Saturn SC1, runs great, 2 door, red, sunroof, 82k miles, am/fm cassette, 5 speed, Great Car! 2nd owner. \$3,800. obo. Call 842-4644.  
 1997.5 Infiniti Q45 Loaded, excellent condition, high miles, \$14,900. Call 781-9336.  
 1998 Chevy Malibu, maroon, 4 door, tint, tape/ CD, all power, excel. condi- tion, no accidents, good tires. Reduced to \$7450 firm. Call 270-745-9072.  
 1998 Honda Accord LX, well maintained, 1 owner, 4 door, white, 4 cyl., auto., 78k, good tires, keyless entry, clean, \$9200. Call 270-542-4410/725-7349.  
 1998 Pontiac Grand Am, auto., air, tilt, cruise, cas- sette, 1 owner, very clean, non smoker, only 54k miles, gets good mpg, \$5495. Call 842-7585 leave message.  
 1998 Porsche Boxster, 35k miles, Ocean Metallic Blue, chrome wheels, new P-Zero Pirelli tires + factory wheels and tires, Carfax furnished \$29,250. Call 392-0769.  
 1999 BONNEVILLE Pontiac loaded, power windows and brakes, CD, keyless entry, sunroof, excellent condition. 70K miles. \$8,500. Call 842-6519 after 5pm.  
 1999 Lexus RX300- Loaded, Black, 91k, Carfax included, chrome factory wheels, 9,000 mile Lexus warranty remaining, \$21,000. Call 392-0769.  
 1999 Toyota Avalon XL, all power, 1 owner, factory CD, alloy wheels, great shape, 64k miles, sable w/tan interior, sharp, \$11,500. Call 843-9501.  
 2000 Chevy Cavalier AM/FM/CD, 2 door, black with grey interior, 27k miles. \$5,195-obo. Call 270-526-9408.  
 condition, take over lease, \$234/mo. Call 846-2460.  
 2001 Pontiac Grand Prix, power, windows/steering/ brakes, CD player, alumin- um alloy wheels, \$9999 obo. See 37 Franklin Rd., Rus- selville call 726-3847 after 3  
 2001 VW Beetle, 1.8 Turbo, 40k miles, auto., yellow, 6 disk changer, leather and heated seats, excellent con- dition, \$12,500. Please call 535-2349.  
 2003 Black Grand AM GT1 Coupe V6 3.5L RAM air, CD sunroof, spoiler, cruise, tilt, tinted windows. 7k miles, perfect condition. Asking \$16,000-obo. Call 784-7601  
 to appreciate, \$2650, leave message at 726-4928.  
 '87 Cadillac Coupe Deville, \$1,200. New tires, alterna- tor, battery, and fuel pump. Good condition. Call 270-746-0470.  
 '87 Mustang GT, Conv., white w/white top, white leather interior, 5.0 engine, 51 speed, ground effects, adult owned, excellent con- dition, \$4900 Call 843-2262  
 '88 Black Pontiac Firebird V6 Auto., 179k, CD player, runs well. Must sell. Good body condition. Seat covers, floor mats included. \$900 obo. Call 270-303-1448 / 843-0845.  
 1999, 4dr, runs good, \$1495. Please call 270- 042-4511  
 89 Pontiac Bonneville SSE, 120K, Leather, Sunroof, AC, cruise, Sony Cd, new tires, brakes, alt, battery, very dependable! \$2,000 obo Call 270-780-9335.  
 90 BMW 525i, 1 owner, 201k highway, new paint/ tires, excellent looks/drives great, will go 200k more. \$7,800. Call Mike 843-0366 home, 303-9107 mobile.  
 '90 Jag XJ6, runs/drives great, power: sunroof, antenna, windows, mirrors, locks, auto. trans., minor front right damage, 160K, \$2500. Call 270-791-3073

## LEGAL NOTICE FOR A PUBLIC INFORMATION MEETING

Warren County  
 I-65/US 31W Connector  
 Item No. 3-16.00

The Transportation Cabinet, Department of Highways has scheduled a Public Information Meeting for Thursday, October 9, 2003 from 4:00 p.m. to 7:00 p.m. local time, at the Warren East High School Cafeteria, located at 6867 Louisville Road. This Public Meeting has been scheduled to afford all interested persons an opportunity to become better informed and to express their views concerning the proposed project.

This project is being undertaken to provide improved accessibility between I-65 and US 31W to serve a rapidly developing industrial area north of Bowling Green.

The public is invited and encouraged to attend this Public Meeting, which will be conducted in an "Open House" format. There will be no formal presentations at this informal type meeting and interested persons may come and go any time between 4:00 p.m. and 7:00 p.m. Attendees are welcome to review the exhibits, discuss the project and express their views concerning the social, economic, historic and environmental effects the proposed project will have upon individuals, businesses, cultural resources and other organizations in the area. Representatives of the Transportation Cabinet and its consultant team involved in the details of the project will be present to answer questions, address comments, and assist the public with any information made available.

Both oral and written statements may be submitted during the meeting, as well as at the District Office, and shall be made part of the official meeting record. For convenience, a survey will be provided for soliciting written comments, and a recorder will be made available for those who desire to make oral statements. Statements will also be accepted and project information made accessible for review from 7:00 a.m. to 3:30 p.m., prevailing local time, Monday through Friday at the District Office up to fifteen (15) days after the Public Meeting.

Once compiled, the transcript from this meeting and/or other supporting documentation will be made available for review and copying only after an Open Records Request has been received and approved. All open Records Request must be submitted to the Transportation Cabinet, Department of Administration Services, State Office Building, Frankfort, Kentucky, 40622.

In accordance with the "Americans with Disabilities Act," if anyone has a disability, for which the Transportation Cabinet needs to provide accommodations, please notify Keirsten Jagers with the Bowling Green District Office of the necessary requirement by October 2, 2003. This request may be received at (270) 746-7898 or mailed to:

Keirsten Jagers  
 Public Information Officer  
 Kentucky Transportation Cabinet  
 Department of Highways  
 P.O. Box 599  
 Bowling Green, KY 42102-0599



# I-65 to US 31W Connector



April 2004  
Vol. 2

KYTC Item No. 03-16.00

***Kentucky Transportation Cabinet***  
**invites you to a**  
**PUBLIC INFORMATION MEETING**

**Where:**  
**Warren East Middle School**  
**Cafeteria**

**When:**  
**Thursday, April 29**  
**From**  
**4:00 pm to 7:00 pm**

## Project Purpose & Need

The purpose of this project is to provide improved access and a more direct connection between I-65 and US 31W in northeast Warren County. This area is growing rapidly and the transportation system requires improvements. The project is considered necessary due to the existing and on-going developments in northeast Warren County, including the Kentucky Transpark, Scotty's Industrial Park, and Kelly Road Industrial Park, all of which are near the existing US 31W/US 68-KY 80 intersection.

The needs being addressed by the I-65 to US 31W Connector are as follows:

1. Improve accessibility between I-65 and US 31W by enhancing the transportation network/linkage to serve regional travel needs.
2. Serve the traffic demands for the rapidly developing industrial areas.
3. Meet transportation demand and relieve congestion on existing roadways in the study area.

## Public Information Meeting to Display Preliminary Alternatives

The purposes of the April 29, 2004 public information meeting are to:

- present the alternative alignments the project team is currently investigating,
- seek comment on the project's purpose and need, and
- seek public input on the preliminary alternatives identified for the project.

The comments and information received from the meeting will be used to assist the Project Team in studying the alternatives.

## History and Future of Alternatives

The first Public Information Meeting was held October 9, 2003. At that meeting the following alternative were presented: 1) No-Build, 2) minor, low-cost improvements, 3) reconstruct KY 446 and US 31W, 4) reconstruction of US 68/KY80 and the I-65 interchange in Oakland, 5) a new road linking US 31W and I-65, and 6) a new road linking US 31W and I-65 with an interchange at US 68/KY 80. These six options were called the Phase 1A alternatives.

Since that time, the Project Team has eliminated Alternatives 2, 3, and 4. However, a new alternative has also been identified—the combination of

## Contacts

Address written comments to:

Greg Meredith, P.E., Chief District Engineer  
KYTC District 3  
900 Morgantown Road, P.O. Box 599  
Bowling Green, KY 42102

Or you may contact by phone or email:

Keirsten Jagers  
KYTC District 3 Public Information Officer  
(270) 746-7898  
[keirsten.jagers@mail.state.ky.us](mailto:keirsten.jagers@mail.state.ky.us)

## For More Information

KYTC District 3 Website:  
<http://www.kytc.state.ky.us/D3/d3.asp>

Alternative 3 and 4 (i.e., 3+4). Therefore, through the development of the Draft Environmental Impact Statement (DEIS) Alternatives 1, 3+4, 5 and 6 will be studied in detail, including alignment options for each corridor. These alignment options in these build alternative corridors will be the Phase 1B alternatives.

## Phase 1B Preliminary Alternatives

The more detailed analysis of Alternatives 3+4, 5 and 6 will be shared with the citizens of Warren County at the April 29, 2004 Public Information Meeting. These alternatives are described below:

- Alternative 1 – No-Build – *consisting of the existing highway system plus any currently programmed highway improvements, such as reconstruction of KY 101*
- Alternative 3+4 – Reconstruct existing roads – *consisting of the widening of KY 446 and US 31W to 6 lanes from I-65 to US 68/KY 80, reconfiguration of KY 446/US 31W Interchange, modification of the I-65/US 68 interchange and the widening of US 68/KY 80 from I-65 to US 31W to four lanes (access would be partially controlled, with use of access roads)*
- Alternative 5 – New I-65 to US 31W Connector – *consisting of the construction of a new roadway from I-65 to US 31W including a new interchange on I-65, a new interchange at US 68/KY 80, an at-grade intersection at US 31W, and local improvements on US 31W west to US 68/KY 80 and US 68 / KY 80 west to US 31W*

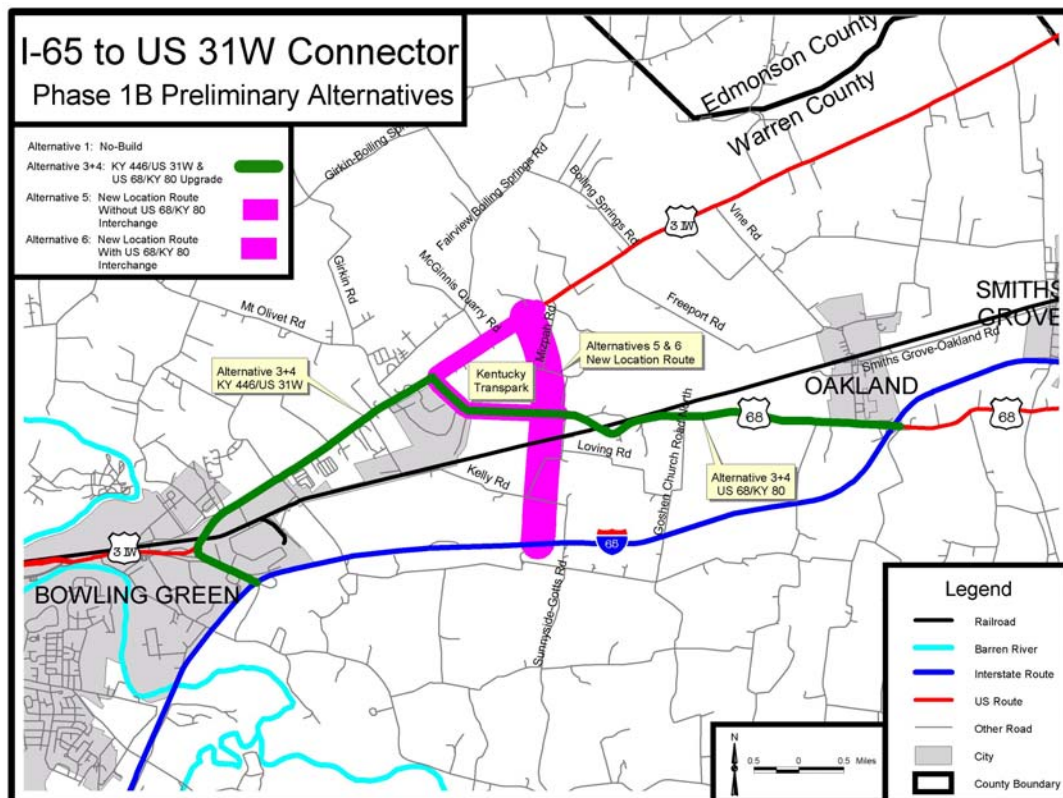
*US 31W (access would be fully controlled), and local improvements on US 31W west to US 68/KY 80*

- Alternative 6 – New I-65 to US 31W Connector with US 68/KY 80 Interchange – *consisting of the construction of a new roadway from I-65 to US 31W including a new interchange on I-65, a new interchange at US 68/KY 80, an at-grade intersection at US 31W, and local improvements on US 31W west to US 68/KY 80 and US 68 / KY 80 west to US 31W*

## Next Steps

The next steps in this project include the following.

- Complete engineering and environmental evaluation of the Alternatives 3+4, 5, and 6.
- Initiate and implement Section 106 process
- Produce a DEIS that will address Alternatives 1, 3+4 (north and south options), 5, and 6 (Red, Blue, and Orange options)
- Hold a Public Hearing to received comments on the Approved DEIS
- Based on the findings in the DEIS and the comments received at the Public Hearing, identify a preferred alternative
- Develop the FEIS







# I-65 to US 31W Connector

## KYTC Item No. 03-16.00



### April 29, 2004

### Public Information Meeting Comment Survey

The Kentucky Transportation Cabinet, District 3 requests that you provide your opinions, ideas and comments in writing on this form so they can be given full consideration during the development of the potential project and its impacts to northeast Warren County. A map of the study area with preliminary alternatives for the I-65 to US 31W Connector is shown on the back of this form.

Please return this form to a Transportation Cabinet representative prior to leaving the meeting or return it in the postage paid envelope provided, prior to May 14, 2004.

*All comments are welcome! We appreciate your participation!*

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_ Phone (optional): \_\_\_\_\_

\_\_\_\_\_ E-Mail (optional): \_\_\_\_\_

1. Is the Purpose & Need for the I-65 to US 31W Connector clear and understandable? Yes / No  
Please discuss any comments or concerns about the Purpose & Need that you might have.

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2. In your opinion, what are the potential impacts of the remaining four build alternatives for the I-65 to US 31W Connector, both positive and negative? Are there problems, sensitive areas, special needs, or other factors that should be considered in locating the I-65 to US 31W Connector? Please draw any specific locations on the map on the back of this survey.

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3. Of the remaining alternatives—1, 3+4 (North or South), 5 (Red, Blue, or Orange) and 6 (Red, Blue, or Orange)—which one do you favor? Please explain.

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4. Please provide us with any other concerns, comments or issues that you think we should consider for the I-65 to US 31W Connector.

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Mailing Address: Kentucky Transportation Cabinet, District 3,  
P.O. Box 599, Bowling Green, KY 42102-0599

**I-65 to US 31 Connector  
Public Information Meeting and Comments Summary  
October 9, 2003  
Warren East High School  
Bowling Green, KY**

A Public Information Meeting was held on Thursday October 9, 2003 at the Warren East High School in Bowling Green. A total of 110 citizens attended the meeting. The primary purpose of the meeting was to educate the community about a new project to provide improved accessibility between I-65 and US 31W. The meeting was designed to display the I-65 to US 31 Connector preliminary alternative concepts, to encourage the public's understanding of the project's purpose and need, and to illicit public input on the preliminary alternatives identified for the project. The focus of the meeting was to assist the team in determining which direction the project will proceed from this point.

The project team has identified six preliminary alternatives, including a "no-build" alternative, for the I-65 to US 31 Connector project. The input received from the meeting will be combined with other environmental, engineering and traffic factors for consideration by the project team in their evaluation of the potential alternatives most feasible to carry into a more detailed analysis. The project is likely to result in the team producing either an Environmental Assessment or Environmental Impact Statement comparing those alternatives.

Citizens attending the meeting were asked to sign in as they entered and were given an I-65 to US 31 Connector Newsletter and a Comment Survey form. The Comment Survey form included a map on which attendees were invited to indicate their suggestions to the proposed alternatives. The consultants also presented citizens with an opportunity to serve on a committee that would aid the project team in identifying cultural and historic concerns in the Study Area.

The citizens were encouraged to review the maps and exhibits and to talk with the Kentucky Transportation Cabinet and consultant staff. Citizens were also asked to complete the comment survey form and either mail in or return it at the meeting. They were also encouraged to provide oral comments.

A total of 116 comments were received as of October 28, 2003. Of this amount 79 letters were received and 37 comment survey forms were received.

- 81 respondents preferred Alternates 5 and 6
- 10 respondents preferred the "No Build" option
- 25 respondents stated no preference or one of the other options

## I-65 to US 31 W Connector Project Survey Questions

- 1. Is the Purpose and Need for the I-65 to US 31W Connector project clear and understandable?  
Yes / No**

**Please discuss any comments or concerns about the goals that you might have.**

Fifty one percent (51%) answered no, thirty nine percent (39%) of the respondents answered yes, and ten percent (10%) had no comment to this question. Many respondents expressed no need or justification for the project. Respondents questioned whether the undeveloped Transpark would warrant a connector. Some were concerned with increased ozone, while others felt good traffic management would produce less air pollution. Other comments questioned the priority of the project and coordination with the proposed Outer Beltline. One respondent favored expanding US 68/KY 80 into a full exchange route and any expressed a general lack of desire for increased industry to the area.

- 2. In your opinion, what are the potential impacts of the proposed alternatives for the I-65 to US 31W Connector, both positive and negative? Are there problems, sensitive areas, special needs or other factors that should be considered in locating the I-65 to US 31W Connector?**

Comments expressed ranged from “No Build” to high excitement. Some of the negative impacts viewed by respondents include damage to rural landscape, loss of farmland, noise impacts, expensive remediation associated with building on karst, new and unwanted industry and the associated air pollution, a need for a comprehensive EIS, and several expressed concerns with the proximity to Warren East High School. One respondent believe any environmental impacts could be managed effectively. Some viewed Alternative 4 as least invasive while others viewed Alternates 5-6 as most costly.

- 3. Which of the preliminary alternatives (Alternatives 1-6) being considered for the I-65 to US 31W Connector is the least desirable, in our opinion? Besides the locations shown on the map, are there any other locations that should be considered for this project? Please let us know why you feel these locations should be considered. Please draw your locations on the map on the back of the survey.**

This question received a total of thirty-three responses. Thirty-three percent (33%) of the respondents made no comment to this question. Thirty percent (30%) selected Alternate 5-6 as least desirable. Fifteen percent (15%) viewed Alternate 4 as least desirable, 10 percent (10%) found Alternative 3 as least desirable, 10 percent (10%) also found Alternative 1 as least desirable. Some felt KYTC should avoid directing heavy traffic along Alternate 4 because of its residential character. Others suggested a connector along SR 101 between Brownsville and Smiths Grove to improve safety and access. One respondent opposed to the Transpark, expressed no need for the connector and preferred to have US 31W and Highway 68 widened. Other comments included: improve US 68/KY 80 with on and off ramps on I-65 for southbound traffic while north bound traffic could utilize Exit 28; build Alternate 6 without an interchange at US 68/KY 80, but rather with an overpass to protect local traffic.



**4. Please provide us with any other concerns, comments or issues that you think we should consider for the I-66 Corridor.**

Respondent's comments ranged from "No-Build" to "Get it started right away." Additional comments submitted are as follows: consider ingress and egress patterns of the transportation network for the entire area; explore shared use paths and trails; development plans are not sensitive to those most impacted; need for job creation for citizens in the region; commitment to manage environmental impacts; damage to the environment; loss of prime farmland; need for cost analysis and cost to taxpayers; coordinate planning with the proposed I-66/Bowling Green Beltline; address traffic flow and timing sequence of signals; install fire hydrants on any new route as part of Alternates 5 and 6; Alternate 3 should not have frontage roads placed along US 31W if selected, do not restrict "crossovers" between north and southbound lanes with barriers, and build new roads to communities which actually need jobs, such as Owsley County and far Western Kentucky.

**General Summary**

A total of 117 comments were received. With the exception of 1 of the 80 letters received, all the letters and 2 comment survey forms indicated preference for Alternates 5 and 6, 10 respondents preferred the "No-Build" option, and 25 respondents stated no preference or one of the other options. There was a general consensus that the Purpose and Need (P&N) statements were understandable. However, half of the comment survey form respondents indicated the P&N was not economically or environmentally justified at this time. There were various opinions as to which alternative the project should follow. Supporters primarily favored the goals of congestions relief from I-65, better connections to existing roadways, and expanded economic development opportunities throughout the Study Area. Displacement of prime farmland and homes, tax payers costs, natural environmental encroachments, and increased industrial development were the primary concerns expressed by respondents opposed to the I-65 to US 31W Connector project.



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## LEGAL NOTICE FOR A PUBLIC INFORMATION MEETING

4-1-0x

**Warren County  
I-65/US 31W Connector  
Item No. 3-16.00**

The Transportation Cabinet, Department of Highways has scheduled a second Public Information Meeting for Thursday, April 29, 2004 from 4:00 p.m. to 7:00 p.m. local time, at the Warren East High School Cafeteria, located at 6867 Louisville Road. This Public Meeting has been scheduled to afford all interested persons an opportunity to become better informed and to express their views concerning the proposed project.

This project is being undertaken to provide improved accessibility between I-65 and US 31W to serve a rapidly developing industrial area north of Bowling Green.

The public is invited and encouraged to attend this Public Meeting, which will be conducted in an "Open House" format. There will be no formal presentations at this informal type meeting and interested persons may come and go any time between 4:00 p.m. and 7:00 p.m. Attendees are welcome to review the exhibits, discuss the project and express their views concerning the social, economic, historic and environmental effects the proposed project will have upon individuals, businesses, cultural resources and other organizations in the area. Representatives of the Transportation Cabinet and its consultant team involved in the details of the project will be present to answer questions, address comments, and assist the public with any information made available.

Both oral and written statements may be submitted during the meeting, as well as at the District Office, and shall be made part of the official meeting record. For convenience, a survey will be provided for soliciting written comments, and a recorder will be made available for those who desire to make oral statements. Statements will also be accepted and project information made accessible for review from 7:00 a.m. to 3:30 p.m., prevailing local time, Monday through Friday at the District Office up to fifteen (15) days after the Public Meeting.

Once compiled, the transcript from this meeting and/or other supporting documentation will be made available for review and copying only after an Open Records Request has been received and approved. All open Records Request must be submitted to the Transportation Cabinet, Department of Administrative Services, 200 Mero Street, Frankfort, Kentucky, 40622.

In accordance with the "Americans with Disabilities Act," if anyone has a disability, for which the Transportation Cabinet needs to provide accommodations, please notify Keirsten Jagers with the Bowling Green District Office of the necessary requirement by April 22, 2004. This request may be received at (270) 746-7898 or mailed to:

**Keirsten Jagers  
Public Information Officer  
Kentucky Transportation Cabinet  
Department of Highways  
P. O. Box 599  
Bowling Green, KY 42102-0599**



# I-65 to US 31W Connector



April 2004  
Vol. 2

KYTC Item No. 03-16.00

***Kentucky Transportation Cabinet***  
**invites you to a**  
**PUBLIC INFORMATION MEETING**

**Where:**  
**Warren East Middle School**  
**Cafeteria**

**When:**  
**Thursday, April 29**  
**From**  
**4:00 pm to 7:00 pm**

## Project Purpose & Need

The purpose of this project is to provide improved access and a more direct connection between I-65 and US 31W in northeast Warren County. This area is growing rapidly and the transportation system requires improvements. The project is considered necessary due to the existing and on-going developments in northeast Warren County, including the Kentucky Transpark, Scotty's Industrial Park, and Kelly Road Industrial Park, all of which are near the existing US 31W/US 68-KY 80 intersection.

The needs being addressed by the I-65 to US 31W Connector are as follows:

1. Improve accessibility between I-65 and US 31W by enhancing the transportation network/linkage to serve regional travel needs.
2. Serve the traffic demands for the rapidly developing industrial areas.
3. Meet transportation demand and relieve congestion on existing roadways in the study area.

## Public Information Meeting to Display Preliminary Alternatives

The purposes of the April 29, 2004 public information meeting are to:

- present the alternative alignments the project team is currently investigating,
- seek comment on the project's purpose and need, and
- seek public input on the preliminary alternatives identified for the project.

The comments and information received from the meeting will be used to assist the Project Team in studying the alternatives.

## History and Future of Alternatives

The first Public Information Meeting was held October 9, 2003. At that meeting the following alternative were presented: 1) No-Build, 2) minor, low-cost improvements, 3) reconstruct KY 446 and US 31W, 4) reconstruction of US 68/KY80 and the I-65 interchange in Oakland, 5) a new road linking US 31W and I-65, and 6) a new road linking US 31W and I-65 with an interchange at US 68/KY 80. These six options were called the Phase 1A alternatives.

Since that time, the Project Team has eliminated Alternatives 2, 3, and 4. However, a new alternative has also been identified—the combination of

## Contacts

Address written comments to:

Greg Meredith, P.E., Chief District Engineer  
KYTC District 3  
900 Morgantown Road, P.O. Box 599  
Bowling Green, KY 42102

Or you may contact by phone or email:

Keirsten Jagers  
KYTC District 3 Public Information Officer  
(270) 746-7898  
[keirsten.jagers@mail.state.ky.us](mailto:keirsten.jagers@mail.state.ky.us)

## For More Information

KYTC District 3 Website:  
<http://www.kytc.state.ky.us/D3/d3.asp>

Alternative 3 and 4 (i.e., 3+4). Therefore, through the development of the Draft Environmental Impact Statement (DEIS) Alternatives 1, 3+4, 5 and 6 will be studied in detail, including alignment options for each corridor. These alignment options in these build alternative corridors will be the Phase 1B alternatives.

## Phase 1B Preliminary Alternatives

The more detailed analysis of Alternatives 3+4, 5 and 6 will be shared with the citizens of Warren County at the April 29, 2004 Public Information Meeting. These alternatives are described below:

- Alternative 1 – No-Build – *consisting of the existing highway system plus any currently programmed highway improvements, such as reconstruction of KY 101*
- Alternative 3+4 – Reconstruct existing roads – *consisting of the widening of KY 446 and US 31W to 6 lanes from I-65 to US 68/KY 80, reconfiguration of KY 446/US 31W Interchange, modification of the I-65/US 68 interchange and the widening of US 68/KY 80 from I-65 to US 31W to four lanes (access would be partially controlled, with use of access roads)*
- Alternative 5 – New I-65 to US 31W Connector – *consisting of the construction of a new roadway from I-65 to US 31W including a new interchange on I-65, a new interchange at US 68/KY 80, an at-grade intersection at US 31W, and local improvements on US 31W west to US 68/KY 80 and US 68 / KY 80 west to US 31W*

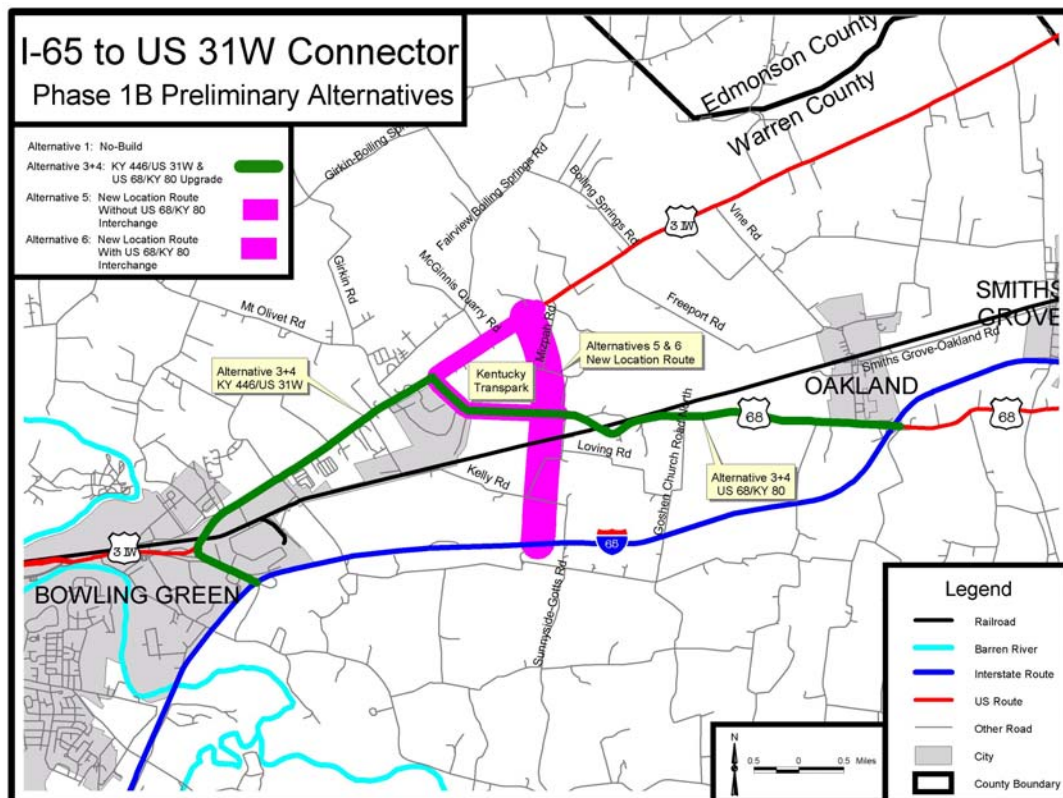
*US 31W (access would be fully controlled), and local improvements on US 31W west to US 68/KY 80*

- Alternative 6 – New I-65 to US 31W Connector with US 68/KY 80 Interchange – *consisting of the construction of a new roadway from I-65 to US 31W including a new interchange on I-65, a new interchange at US 68/KY 80, an at-grade intersection at US 31W, and local improvements on US 31W west to US 68/KY 80 and US 68 / KY 80 west to US 31W*

## Next Steps

The next steps in this project include the following.

- Complete engineering and environmental evaluation of the Alternatives 3+4, 5, and 6.
- Initiate and implement Section 106 process
- Produce a DEIS that will address Alternatives 1, 3+4 (north and south options), 5, and 6 (Red, Blue, and Orange options)
- Hold a Public Hearing to received comments on the Approved DEIS
- Based on the findings in the DEIS and the comments received at the Public Hearing, identify a preferred alternative
- Develop the FEIS





# I-65 to US 31W Connector

KYTC Item No. 03-16.00



April 29, 2004

## Public Information Meeting Comment Survey

The Kentucky Transportation Cabinet, District 3 requests that you provide your opinions, ideas and comments in writing on this form so they can be given full consideration during the development of the potential project and its impacts to northeast Warren County. A map of the study area with preliminary alternatives for the I-65 to US 31W Connector is shown on the back of this form.

Please return this form to a Transportation Cabinet representative prior to leaving the meeting or return it in the postage paid envelope provided, prior to May 14, 2004.

*All comments are welcome! We appreciate your participation!*

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Address: \_\_\_\_\_

Phone (optional): \_\_\_\_\_

E-Mail (optional): \_\_\_\_\_

1. Is the Purpose & Need for the I-65 to US 31W Connector clear and understandable? Yes / No  
Please discuss any comments or concerns about the Purpose & Need that you might have.

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2. In your opinion, what are the potential impacts of the remaining four build alternatives for the I-65 to US 31W Connector, both positive and negative? Are there problems, sensitive areas, special needs, or other factors that should be considered in locating the I-65 to US 31W Connector? Please draw any specific locations on the map on the back of this survey.

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3. Of the remaining alternatives—1, 3+4 (North or South), 5 (Red, Blue, or Orange) and 6 (Red, Blue, or Orange)—which one do you favor? Please explain.

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4. Please provide us with any other concerns, comments or issues that you think we should consider for the I-65 to US 31W Connector.

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Mailing Address: Kentucky Transportation Cabinet, District 3,  
P.O. Box 599, Bowling Green, KY 42102-0599



**I-65 to US 31W Connector  
Public Information Meeting and Comments Summary  
April 29, 2004  
Warren East Middle School  
Bowling Green, KY**

A Public Information Meeting was held on Thursday April 29, 2004 at the Warren East Middle School in Bowling Green. A total of 118 citizens attended the meeting. The primary purpose of the meeting was to present the alternative alignments the project team is currently studying. The meeting was designed to display the remaining I-65 to US 31W Connector preliminary alternative concepts, to seek comments on the project's purpose and need and to seek public input on the preliminary alternatives identified for the project. The focus of the meeting was to utilize the comments and information received from the public, to assist in guiding the Project Team into the next phase of alternatives analysis.

Since the first meeting on October 9, 2003, the project team has studied and eliminated Alternatives 2, 3, and 4. However, a new alternative was identified, the combination of Alternatives 3 and 4 (i.e. 3+4). Therefore three preliminary alternatives (Alternatives 3+4, 5 and 6), plus the "No-Build" alternative (Alternative 1), will undergo a more detailed analysis. Alternative 3+4 has two optional alignments, while Alternatives 5 and 6 have three optional alignments. The input received from the meeting will be combined with other environmental and engineering factors for consideration by the project team in their development of the Draft Environmental Impact Statement (DEIS). The DEIS will address the alternatives and ultimately identify a preferred alternative.

Citizens attending the meeting were asked to sign in as they entered and were given an I-65 to US 31W Connector Newsletter and a Comment Survey form. The Comment Survey form included a map on which attendees were invited to indicate their suggestions to the proposed alternatives. The consultants encouraged the citizens to aid the Project Team in identifying cultural and historical concerns in the Study Area.

The meeting contained displays and exhibits displaying the Purpose & Need Board, Plan 1B Alternative Board, Environmental Overview Board, Karst/Sink Holes/Ground Water Basin Maps, Alternative 3+4 aerial photo maps, Alternatives 5 and 6 aerial photo maps, Evaluation Criteria Matrix Board, Level of Service and Traffic Volumes Board, and Flip charts for personal comments.

Citizens were encouraged to review the maps and exhibits and to talk with the Kentucky Transportation Cabinet and consultant staff. Citizens were also asked to complete the Comment Survey form and either mail them in or submit them at the meeting. They were also encouraged to provide oral comments. A total of 23 comments survey forms were received.

The results of those 23 comments are presented as percentages of respondents holding certain beliefs about a particular issue and/or view commonly held by the respondents on specific topics. These percentages and views should not be interpreted as having any "statistical" significance in terms of the respondents being representative of a broader segment of the population of the Study Area. The following represents a general summary of the citizen's responses to the Comment Survey form:

## **I-65 to US 31 W Connector Project Survey Questions**

**1. Is the Purpose and Need for the I-65 to US 31W Connector project clear and understandable? Yes / No**

**Please discuss any comments or concerns about the goals that you might have.**

Sixty nine percent (69 %) answered yes, sixteen percent (16 %) of the respondents answered no, and fifteen percent (15 %) had no comment to this question. Comments on the Purpose and Need statements included:

- The potential positives are outweighed by the negative impacts from the project
- One respondent favored completion of other projects first, such as US 231 from I-65 to US 31W and I-65 to Scottsville.
- No need for the project given the state's budget troubles.
- One respondent suggested the connector provide an interchange onto I-65 and end at Bristol Road thereby increasing access to residents south of I-65.
- Wait until the occupancy levels of the Transpark justifies the inconvenience of the project
- The connector is needed to increase employment opportunities for Warren County
- Be mindful of existing schools and children.

**2. In your opinion, what are the potential impacts of the proposed alternatives for the I-65 to US 31W Connector, both positive and negative? Are there problems, sensitive areas, special needs or other factors that should be considered in locating the I-65 to US 31W Connector?**

Respondents' comments ranged from "all impacts are negative" to "the need for the project speaks for itself". Some of the negative impacts expressed by respondents include:

- The project is not needed until the development of the Transpark is proven.
- The project will spawn a sea of low income housing.
- Closing Kelly Road will funnel more traffic onto US 68/KY 80.
- KYTC should repair existing roads instead of wasting taxpayers money.
- Damage to the rural landscape and loss of farmland.
- Impact to property values.
- The associated increase in noise, dust and the inconvenience of construction.
- Unwanted costly sprawl that will produce traffic congestion.

Several respondents expressed the need to identify and avoid potential impacts to the three public schools located in the Study Area. One respondent expressed that to do nothing would increase truck traffic and congestion on existing roads thus increasing the probability of accidents and spills with no containment areas. Others desired a more direct route to the Transpark instead of traveling on existing roads and through the City of Oakland. Some viewed Alternative 6 (Red) as the shortest, most cost effective, and least invasive to farmers and the environment.

**3. Of the remaining alternatives-1, 3+4 (North or South), 5 (Red, Blue, or Orange) and 6 (Red, Blue, or Orange)-which one do you favor? Please explain.**

Thirty-five percent (35%, 8) of the respondents selected Alternate 6 as the most favorable. Twenty-six percent (26%) preferred Alternative 3+4. Seventeen percent (17%) chose the "No-Build" option. While, thirteen percent (13%) selected Alternative 5. Nine percent (9%) of the respondents had no comment to this question. The majority of those selecting Alternative 6

expressed it would be least intrusive to the area, and would reduce traffic volumes on US 31W and US 68/KY 80 (to and from) the Transpark. One respondent stated it would keep industrial traffic away from the three school zones, while allowing access to I-65 and US 68/KY 80. Others believe Alternative 6 would remove truck traffic from US 31W, and viewed it as the most efficient use of land and space to channel traffic from I-65 to the industrial park.

Other respondents suggested Alternative 3+4 should be undertaken in order to handle increased traffic (day and night), regardless of whether there was a connector or not. One respondent selected Alternative 3+4 because it would provide the Transpark with the updated road it needs, while enabling a large portion of US 68/KY 80 to handle its increased traffic needs. Some respondents selected Alternative 3+4 because they view the current access to US 31W (north and south) from I-65 as very poor. Others maintain the reconstruction of existing roadways (US 68/KY 80) will eventually be necessary and would have very little negative impacts to the homeowners and farmers in the area. Those selecting the No-build alternative stated reasons such as lack of planning, waste of taxpayer's dollars, and the Transpark has not proven to be viable as yet.

**4. Please provide us with any other concerns, comments or issues that you think we should consider for the I-65 to US 31W Connector project.**

Respondent's comments ranged from "No-Build" to "Will not be done soon enough". Additional comments submitted are as follows:

- Consider the cost of a better flow pattern for exit 28.
- A connector road for Kelly Road and Scotties Industrial Park traffic to access 68/80 without travel on 31W
- This project needs to be completed for Magna and other prospects
- Need for job creation for citizens in the region
- Commitment to conduct air/noise environmental impacts on proposed interchange and connector road.
- Loss of prime farmland.
- Need for cost analysis and cost to taxpayers
- Spend more money on the peoples' concerns first.
- Sinkholes and riddled karst is unsuitable for heavy industrial development
- Determine if the Transpark will survive.
- Preserve and protect natural resources.
- Show sensitivity to those most impacted.

**General Summary**

A total of 23 comment survey forms were received. Eight (8) respondents selected Alternative 6, six (6) preferred Alternative 3+4, four (4) choose the "No-Build" option, three choose Alternatives 5 and two (2) had no comment. were evenly selected by two (2) each. There was a general consensus that the Purpose and Need (P&N) statements were understandable. Although, many of the respondents indicated the P&N was not economically or environmentally justified at this time. There were a few varying opinions as to the readiness of the Transpark, and the location of proposed interchanges. Supporters were primarily concerned with addressing and diverting truck traffic from I-65 and US 68/KY 80, as well as with expanding jobs and economic development opportunities for Warren County. Respondents opposed to the I-65 to US 31W Connector project expressed concern for displacement of prime farmland, taxpayers costs, natural environmental encroachments, and inconvenience of road construction as primary concerns.

